DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPOR		FALSE	PROCEED	SIGNAL	REPORT
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DATE

REPORT FOR (month/year)

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

REPORTING OFFICER (signature/title)

REPURTING CARRIER (railroad & region or division)

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.; assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A-Automatic AB-Autometic block ACS-Automatic cab signal APB-Absolute permissive block ATC-Automatic train control ATS-Automatic train stop

CL-Color light CPL-Color position light

EM-Electromechanical EP-Electropneumetic FP-False proceed MB-Manual block M-Mechanical P-Pneumatic PL-Position light SA-Semiautomatic

			E-Electr	ic TC-Traffic control
TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT	LOCATION (city and atate)
BLOCK SYSTEMS TO				
INTERLOCKING MATIC REMOTE MANUAL				
AUTOMATIC SYSTEMS				
OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN